



JAMES A. NOYES, Director

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"Enriching Lives"

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November 26, 2003

IN REPLY PLEASE

REFER TO FILE: PD-1

TO: Supervisor Michael D. Antonovich
Attention Paul Novak

FROM: James A. Noyes
Director of Public Works

SAN JOAQUIN VALLEY RAIL COMMITTEE-HANFORD, CALIFORNIA NOVEMBER 14, 2003

A quorum of 13 members including Chairman Richard Norris, Palmdale City Councilmember, and Daryll Chenoweth of my staff attended the subject meeting. A copy of the agenda is attached.

At the meeting, the minutes of the September 12, 2003, meeting were approved.

The High Speed Rail Resolution was withdrawn as an Action Item and is to be discussed at the Strategic Planning/JPA Subcommittee meeting on December 12, 2003.

Former State Senator Jim Costa provided a brief update on the Safe, Reliable High Speed Train Bond Act for the 21st Century. The bond act, resulting from Senate Bill No. 1856, was approved by Governor Davis on September 19, 2002. Mr. Costa stated that the proposed \$9.95 billion bond issue is still scheduled for the November 2, 2004, ballot but may be pushed back if a bond measure to address the State's deficit is placed on the ballot in the spring. Mr. Costa said that he and other backers are working to prevent this delay.

Mr. Costa was asked if the first phase of the high speed train system construction could be the partial segment from Los Angeles to Bakersfield, so as to provide the missing link of track for the San Joaquins in the event there was insufficient funding initially for the entire Los Angeles to San Francisco segment. Mr. Costa stated he did not know what support that proposal would receive due to lack of support from interests north of Bakersfield.

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D.J. Mitchell, Assistant Vice-President of Passenger Service for the Burlington Northern Santa Fe Railway, provided a presentation on Burlington Northern Santa Fe Railway measures to maximize on-time performance by the San Joaquins. Mr. Mitchell listed planned construction in rail yards, which would allow freight trains to be assembled entirely off the main line tracks, rerouting trains from the Northwest through Denver to decrease rail traffic in the San Joaquin Corridor, and other actions. Mr. Mitchell noted that these measures will be offset somewhat by increased traffic from the ports, which peaks in November. This heavy use is also followed in early December by the United Parcel Service's peak period of transport by rail.

Gene Skoropowski, Managing Director of the Capitol Corridor Joint Powers Authority, provided a presentation on the Capitol Corridor Joint Powers Authority's formation, makeup, and growth. It was noted that a Joint Powers Authority could better lobby for increased funding for the San Joaquins than could Caltrans. An Amtrak official noted that they are still preparing their requested White Paper on a San Joaquin's Joint Powers Authority formation.

The Legislative/Finance Subcommittee report noted that the House and Senate conference committee had reached tentative agreement on Amtrak's Federal funding of \$1.2 billion for Federal Fiscal Year 2004. This amount will allow Amtrak to continue to operate the national system but will require postponement of several capital projects. The list of postponed projects has not yet been established.

The Amtrak California Corridor Report noted that San Joaquins' ridership and revenue for August and September combined were up 6.8 percent and 13.5 percent respectively over the same period in 2002. On-time performance, which had dropped to 36 percent in July and 40 percent in August, is expected to approach 70 percent for October.

The next meeting, scheduled for January 9, 2004, is to be held in Merced.

DWC:rr

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Attach.

cc: Rosa Fuquay



REPRESENTING COUNTIES ALONG THE ROUTE OF THE SAN JOAQUINS

*Alameda, Contra Costa, Fresno, Kern, Kings, Los Angeles, Madera
Merced, Sacramento, San Joaquin, San Mateo, Stanislaus, Tulare*

San Joaquin Valley Rail Committee
Kings County Government Center
1400 West Lacey Blvd.
Hanford, CA
11:00 a.m. to 2:00 p.m.
Friday, November 14, 2003

Train Connections

Train 702 Arrives at 10:23 a.m.	From/To the North
Train 715 Departs at 2:36 p.m.	
Train 701 Arrives at 8:32 a.m.	From/To the South
Train 714 Departs at 2:48 p.m.	

Item 1 - Call to Order and Announcements

A. Pledge of Allegiance	Chair Rick Norris
B. Welcome to Kings County	Supervisor Alene Taylor
C. Introductions	
D. Remarks by Chair	Chair Rick Norris

Item 2 - Action Items

- A. Minutes of September 12, 2003 meeting in Sacramento
- B. High Speed Rail Resolution

Item 3 - Guest Speakers

- A. Honorable Senator Jim Costa - High Speed Rail Authority (invited)
- B. David Dealy - Burlington Northern Santa Fe Railway (invited)

Item 4 - Public Comment on Non-Agenda Items Only

(Speakers may address specific agenda items at time of presentation)

Item 5 - Subcommittee Reports

- | | |
|--|----------------------|
| A. Strategic Planning/JPA | Supvr. Connie Conway |
| Gene Skoropowski, Managing Director Capitol Corridor JPA will be present to answer questions and provide background on the establishment of the Capitol Corridor Joint Powers Board. | |
| | |
| B. Legislative/Finance | Howard Abelson |

C. Marketing/Operations

Larry Miller

1. Amtrak/Caltrans Marketing Report
2. Amtrak California Corridor Report
3. Caltrans Division for Rail Report
4. Regional/State Rail Update

Item 6 - Committee Member Concerns

- A. Status of Madera and Fresno Stations
- B. Emission from diesel locomotives

Bill Bronte
Supervisor Bob Waterston

Item 7 - Suggestions for Future Agenda Items

Discussion

Item 8 - Future Meetings

January 9, 2004	Merced
March 11, 2004	Fresno (Annual Meeting)
May 14, 2004	Sacramento
July 9, 2004	Martinez

Item 9 - Adjournment